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INFORMATION REPORT
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COUNTRY Iran

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SUBJECT 1. Details Concerning Azerbaijan Section
of Iranian State Railways
2. Shipping on Lake Urmia

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1. [REDACTED] the following is a translation of a document giving current information concerning the Azerbaijan Section of the Iranian State Railways and of the Navigation Section controlling shipping on Lake Urmia.

25X1X

755.1 SK A. Technical Details

755.2 SK (1) Gauge - 1.525 m., i.e. Russian gauge and 89 mm. wider than the Trans-Iranian Railway.

755.3 SK (2) Rails - A-4 type, weighing 30.89 kilos per meter. Attached to the sleepers by iron bolts.

756.18 SK (3) Total lengths of main and branch lines

756.44 SK (a) Tabriz Station to middle of iron bridge
Aras River - 147.382 km.

756.13 SK (b) Sufian Station to Sharifkhaneh pier - 53.843 km.

(c) Total main line - 201.225 km.

(d) Total main and branch lines - 223.225 km.

(e) Total shunting sidings at various stations - 12.000 km.

(4) Maximum Gradient

(a) Sufian-Julfa line - 26.6%

(b) Tabriz - Sharifkhaneh line - 9%

(5) Minimum curve radius

(a) Sufian-Julfa line - 320 m.

(b) Tabriz-Sharifkhaneh line - 640 m.

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-2-

- (6) Bridges and Culverts - 750, of which the following are the most important:
- (a) Iron bridge over the Aras River, 147.382 km. from Tabriz; length 106.67 m.; width 6 m.
 - (b) Stone bridge at Aji, 6 km. from Tabriz; length 141.65 m.
- (7) Tunnels - One, at 123 km. from Tabriz; length 124.85 m.
- (8) Buildings - Total of 214 office buildings and residences, including stations and four piers on Lake Urmia. The largest building is the main repair shop and electric power station in the Tabriz Station, which cover an area of 3,418 square meters.

B. Rolling Stock

- (1) Engines - three types in use:
- (a) Type 0-5-0 for mountain work - 4. Two were sent to Tiflis for repair during 1947 and have not yet been returned. One engine is in operation on the Julfa line.
 - (b) Type 0-4-0 especially constructed for use in flat country - 9. Only three are in working order, the remainder having been discarded as unsuitable.
 - (c) Type 0-3-0 shunting engines - 2. Only one is in working order, the other having been discarded as unsuitable.
- (2) Cars - total of 342 cars, as follows:
- (a) Special car - 1
 - (b) Second Class passenger cars - 2
 - (c) Third Class passenger cars - 8
 - (d) Caboose - 1
 - (e) Mail cars - 3
 - (f) Freight cars - 236
 - (g) Tank cars - 36
 - (h) Flat cars - 55

Seventeen freight cars and seventeen tank cars have been retained in Russia.

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CENTRAL INTELLIGENCE AGENCY

-3-

C. Financial Transactions for the Year 1326 - (March 1947-March 1948):

- (1) Income - 5,016,000 rials.
- (2) Expenditures - 3,500,000 rials (approximately)

D. Traffic

- (1) Total load carried during 1326 - 1,691,668.97 km. tons.
- (2) Total passenger traffic during 1326 - 56,666 passengers.
- (3) Average monthly traffic - 400,000 passenger kilometers.

E. Employees

- (1) Total number of staff and workmen at end of March 1948 - 1,189
 - (a) Permanent and office staff - 341
 - (b) Contract workers - 79
 - (c) Casual labor - 769

F. Lake Urmia Navigation

- (1) Length of lake - 150 km.
- (2) Width of lake - 50 km.
- (3) Water level - After the construction of the Azerbaijan Railway the level of the lake fell and the piers were extended. Even now, however, the water level is sometimes so low during November and December that it is impossible for the ships to touch at the piers. Statistics kept by the Iranian State Railways show that the difference between the average maximum and average minimum level for the years 1920-1947 was 2.23 meters.
- (4) Ports
 - (a) Sharifkhaneh - situated at the northeastern side of Lake Urmia at the terminus of the Sufian-Sharifkhaneh railway. The length of the pier is 1360 meters, of which the first 800 meter section is built of earth and the remainder is of wooden construction. The railway line continues to the end of the earth-built section.
 - (b) Golmakhaneh - situated on the western shore of Lake Urmia, 19 km. from Rezaieh. The pier is 52 meters long, of which 8 meters are wooden.
 - (c) Haiderabad - situated on the southwestern shore of Lake Urmia. The pier is 370 meters long, of which 170 meters are of earth construction and the remainder is wooden.

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- (d) Danalu - situated on the southeastern shore of Lake Urmia, 46 km. from Maragheh. The pier is 286 meters long, of which 6 meters are of wooden construction.
- (e) Sefid Gunbad - situated on Shahi Island. The pier is 35 meters long, of which 15 meters is earth construction and the remainder is wooden. (Field Comment. Another informant states that Sefid Gunbad is not in use.)

(5) Distances

- (a) Sharifkhanah - Golmakhanah..... 66 km.
 (b) Sharifkhanah - Danalu..... 96 km.
 (c) Sharifkhanah - Haiderabad..... 124 km.
 (d) Danalu - Golmakhanah..... 47 km.
 (e) Haiderabad - Golmakhanah 58 km.
 (f) Haiderabad - Danalu..... 51 km.

(6) Ships in Current Use

Name	Description	Horsepower	Length & Beam	Passengers	Condition
PAHLEVI	2 diesel engines	10	34 x 5 m.	-	In working order
SHAHFUR	1 diesel engine	10	30 x 5 m.	-	" " "
AHI	1 Bulendar engine	80	25 x 4 m.	-	" " "
IRAN	1 Bulendar engine	80	25 x 4 m.	-	Awaiting repairs
AKHQAR	1 Bulendar engine	80	25 x 4 m.	-	Working order
REZATEH	1 Avasen engine	20	18 x 3.5 m.	-	" "
GOLMAKHANEH	No engine; passenger vessel	100 tons	38 x 6.5 m.	80	" "
SHARIFKHANEH	Passenger vessel	180 tons	38 x 6.5 m.	80	" "
No. 11	Passenger vessel	180 tons	38 x 6.5 m.	20	" "
KHORSHID	Iron barge; no engine	250 tons	40 x 8 m.	-	" "
FABRIZ	Wooden barge; no engine	250 tons	42 x 8 m.	-	Awaiting repair
BEAHI	Wooden barge; no engine	100 tons	30 x 6 m.	-	Working order
ADAZEN	Iron barge; no engine	80 tons	25 x 6 m.	-	Working order
CHABAD	Iron barge; no engine	80 tons	25 x 6 m.	-	Working order
ESTEKHAR	Iron barge; no engine	80 tons	25 x 6 m.	-	Working order
MARAGHEH	Iron barge; no engine	80 tons	25 x 6 m.	-	Working order

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-5-

(7) Services

- (a) Mixed passenger and cargo vessels run twice a week between Sharifkhaneh and Golmakhaneh, carrying loads from Tabriz and Rezaieh.
- (b) A further weekly service starts from Sharifkhaneh and calls at all ports, carrying goods and passengers and returning to Sharifkhaneh. This service consists of a motor boat which tows passenger vessels and barges and does not itself carry passengers.

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